MONDAY, AUGUST 21, 1899.

Subscriptions by Mail, Postpaid. BUNDAY, per Year. DAILY AND SUNDAY, per Year ...

Postage to foreign countries added.

Pants-Riceque No. 12, near Grand Rotel, and Riosque No. 10, Boulevard des Capucines.

THE SUR, New York City.

our friends who favor us with manuscripts for pub-Licution with to have rejected articles returned, they mus to all cases send stamps for that purpose,

Bryan's Attack on the Army.

In his speech to the Iowa Democrats at Des Moines, Mr. WILLIAM J. BRYAN made one remarkable statement which has not received quite as much attention as it deserves. It is this:

"A republic needs an army of 25,000 for 70,000, 000 people. An empire needs four times that large an army when 10,000,000 population is added. This valls the young men scho get fat jobs in the army not the people who pay the \$1,500 a year needed to maintain each soldier in the Philippines."

The young men thus mentioned as getting what Mr. BRYAN calls fat jobs in the army are second lieutenants and first lieutenants and captains whose pay is so meagre that the suggestion of fatness about it would make a horse laugh. It would be far more just to accuse Mr. BRYAN himself of having sought a commission in the United States Volunteers during the Cuban war for the sake of the \$4,000 a year appertaining to the short-lived

colonelcy he held. As Mr. RICHARD CROKER has lately pointed out, WILLIAM J. BRYAN is a man of intelligence. He knows perfectly well that there are no young or old men "who get fat jobs in the army." He is fully aware of the fact that the life af an officer in the military service of the United States must needs be at all times a life of frugality and self depial. This knowledge however, does not restrain him from misrepresenting their position. Though only recently mustered out of the service himself, he eagerly sianders every young officer remaining in it for the sake of promoting his intense ambition to become President, and as such, the Commander-in-Chief of the Army of the United States.

The Rumored Latin-American Alliance.

According to some recent telegrams from Buenos Ayres the outcome of our war with Spain has caused South Americans to fear that the United States may be entering upon a career of conquest. It is also said that, with a view of resisting the apprehended aggression on our part, several influential public men propose the formation of an alliance between Argentina, Brazil and Chill.

We do not believe that an alliance for such a purpose will over be formed, because the experience of Mexico and Venezuela has taught all Latin-Americans to distinguish between friends and enemies. Especially would the assumption of an attitude of suspicion and hostility toward this country be an act of stupendous folly on the part of Brazil and Argentina, whose vast and thinly settled territories are certain to be coveted in the course of the twentieth century as outlets for the surplus as the road would undoubtedly be subsipopulation of Europe.

If we may judge of the future from the past, the Latin-American commonwealths are much more likely to fight one States. There was no reason in the nature munitles, at all events, should not fellow the example of the thirteen English colonies and unite in a stable confederation. All attempts, however, to construct a federal and only for a short time would tolerate a union among themselves. Equally futile was the effort to consolidate Ven zuela. Colombia and Equador in a single federal Ftate. Bolivia has not its face against concepting with Peru on the one hand or with Argentina on the other. The relations between Chill and Argentina, although the former country was delivered from Epanish misrule by the latter, have seldom ean comital, and were recently so strained. that war was everted only by an agreement to submit their frontier dispute to arbitration. Animosity had long existed between Peru and Chill before the outbronk of the war, which cost the former republic the province of Tarapaca and the districts of Taona and Arion.

As for the Portuguese and the Spanish they are no more likely to fuse in the New World than they are in the Old. Spain, but, in 1640, when Spain had grown weak, the Portuguese rebelled successfully. The Portuguese-speaking inhabitants of Brazil and the Spanish-speaking natives of Argentina long fought savagely over the territory known formerly as the Banda Oriof Uruguay. More recently, the conflicting claims that grew out of the joint movement of Brazil and Argentina against Paraguay kept alive the traditional enmity between province of Rio Grande do Sul has been for almost chronic insurrection against the tory Inlet through the Casiar Atlin and Rio Janeiro government, because there is a | Yukon districts. Year before last the so-

bearing on the subject, there is no founda- of a very large land subsidy, from Stickeen tion for the notion that the Latin-Americans would form an efficient and durable adian territory. combination for any purpose, except, perinvesion by a foreign power.

It is plain to all well-informed and sensitional party in Spain, would have deputed France to subjugate also the Spanishby the Clayton-Bulwer Treaty, secured the | and by the Canadian Minister of the Inter signs. Mexico would be to-day an empire should consider that measure as ill-advised, under an Austrian dynasty, had not Score- It would suggest the question of retails-

tary Seward compelled Napoleon III. to | tion, and in every way lead to irritation withdraw the French troops that were supporting MAXIMILIAN. The whole of Venezuela's territory east of the Orinoco, together with Barima Point, which commands the mouth of that huge waterway, would be now in British hands, had not Mr. CLEVELAND declared that the boundary of tration.

The fate of Brazil, no less than that of Venezuela, hung upon the decision then taken by the United States. As we have often pointed out, the southern boundary of Dutch Guiana, as well as that of British Gulana, is undefined, and the French authorities in Cayenne maintain that the territory of their colony extends to the Amazon. If that claim could be made good by force, and, but for our Interposition it would be, the mouth of that tremendous river, which with its affluents furnishes the means of intercommunication to two-thirds of Brazil would pass under French control. The fact that the southern boundary of Dutch Guiana is unsettled is of no great consequence to Brazil, so long as that colony belongs to Holland, but it would become a source of danger were Holland annexed to the German Empire. It is also to be remembered that the large German factor in the population of Rio Grande do Sul would at once pronounce in favor of annexation to the German Empire, were it sure of Emperor WILLIAM's countenance, and this it would certainly obtain but for our adherence to the Monroe Doctrine. It is even probable that the reaction in favor of the heir of Dom PEDRO II. and against the existing Republican regime, backed as the reaction was by the Brazilian navy, would have succeeded, but for the attitude taken by the United States.

Neither is Argentina by any means cure against foreign aggression. At the present rate of emigration from Italy, the day is not distant when men of Italian descent will constitute a majority of the citizens of the Argentine Confederation. Who will say that these Italian-Americans may not, under certain circumstances, favor annexation to their native land? Then again, the indebtedness of Argentina to English capitalists is immense, and there is but little doubt that a repudiation of it would provoke an attempt on the part of the British Government to reduce Argentina to the condition of Egypt, but for the knowledge that the United States would be sure to intervene.

For Eatin-American republies to form an alliance, avowedly or even indirectly aimed against the United States, of whose disinterestedness they have a conclusive proof in its attitude toward Cuba, would be an act of suicide. They would repel the only friend that is able and willing to shield them from the earth-hunger of Europe.

Sir Charles Tupper's Remedies.

Sir Charles Turper, who is now in London, is quoted as holding, in regard to the Alaska controversy, that "if arbitration is not to be had," Canada, by running a railway through British territory exclusively to Dawson, can seriously cut into our shipping trade to the Kiondike.

This seems to us a sensible view to take, and the project is certainly one to which our country could make no objection The railroad, which Sir CHABLES also advocate I recently in the Ottawa Parliament, would cun from Kitimat Harbor, in British Columbia, to Dawson. The distance to be covered is said to be about 700 miles, and dized, since a great part of it passes through a barren and unsettled region, it has been estimated that the cost to the Government would be about another than to combine against the United | \$3,500,000. Nevertheless, Sir Charles Tupper thinks that it ought to be built, of things why the Spanish-speaking com- provided Canada cannot get arbitration on her own terms.

The railway question forms an important part of Canada's projects regarding the Klondike. More than two months ago the government on an extended scale have Dominton Government announced that it failed. The Central-Americans have re- had decided not to grant any additional pudiated political connection with Mexico, charters to railways going into the Yukon district from Lynn canal, at the current session of Parliament. The ground taken was that, should it consent to any one of the schemes to build a railway along the Dalton trail from Pyramid Harbor toward Dawson, it would simply be building up another American city at the former point, just as when, year before last, it granted a charter to the British Yukon Railway Comepany, along the White Pass, it contributed to building up the American city of Skagway. It was believed that the establishment of such a new railroad from Pyramid Harbor would tend to make still more powerful the vested interests, which want the boundary to stay as it is, running around the head of Lynn canal, and to prevent the Dominion from carrying out its cherished project of having at least the upper part of Lynn canal awarded to it by arbitration. This decision affected six Yu-In 1580, Portugal was annexed by force to kon railway projects, at that time before Parliament, including one of a syndicate of American and English capitalists, who of-

to Fort Schirk without subsidy. It was said at the time, however, that the Dominion did not object to any project. ental, and now as the independent republic for building a railway from waters indisputably Canadian to the Yukon country. Indeed Sir WILPRID LAURIER was reported as saying, in an interview, that, if Canada could not get possession of Pyramid Har-Portuguese and Spaniards. The Brazilian | bor through arbitration or otherwise, then her policy would be to build a railway three-quarters of a century in a state of wholly in Canadian territory to Observalarge Spanish as well as a German element | called McKenzle and Mann project, which the Dominion Senate did not approve, pro-So far, then, as history has any lessons | posed to build a railroad, in consideration river to Teslin Lake, wholly through Can-

fered to build a road from Pyramid Harbor

Sir CHARLES TUPPER's project, then, is haps, that of common defence against an one that has been for two years or more before the Canadian public, and in a debate in the Ottawa House of Commons, about a ble Latin-Americans that, if they are threat- month ago, Sir Willfard Laurier promened with invasion from any quarter, it is | ised that the Government would seriously not from the United States. The Holy Al- consider it. At that time Sir Charles proliance, which commissioned the Duc posed another measure for the protection D'ANGOULLEME to overthrow the Constitu- ef British and Canadian interests which could not command international approval, namely, that no further mining leases or American colonies but for the willingness of licenses in the Canadian Yukon should be Great Britain to cooperate with us in their | granted to any other persons than British defence, and the proclamation of the Mon- subjects. He asked that a law should be roe Doctrine by this country. From that enacted by the Parliament for this purpose, day to this we have upheld the independence to take effect only after a proclamation of of Latin-American communities. The great- | the Governor General and Council. Even er part of Central America would, by this although all existing claims of Americans time, have been absorbed by Great Britain, would be respected, and aithough the but for the firm stand taken in 1850 by Mr. | American miners are now estimated by Sir CLAYTON, then Secretary of State, who, Charles at sixty per cent. of the whole, renunciation of England's aggressive de- for as a much greater percentage, yet we

between the two countries.

On the other hand the building of a Cana-

dian road from Kitimat Arm by way of

Teslin Lake to Dawson is clearly not only within Canada's right, but open to no charge of unfriendliness or want of hospitality. It is undoubtedly true that the British Guiana must be settled by arbi- shipping to the Klondike is chiefly in American vessels. This, however, is natural, since the seaports in Lynn canal are ours. Canadian goods, when they go to Skagway or Dyea, pass in bond across the narrow strip between those places and Canadian territory; but if Canada covets a part of the carrying trade now so largely belonging to Seattle, and tries to get it by building a railway of her own from Kitimat, we shall have nothing to say. If public opinion in Canada settles on that method of ending the present controversy, instead of pursuing further the hopeless quest of having us surrender a part of the coast belonging to us, so much the better

for all concerned.

The Freight Car Famine. In some respects the present car-famine for freight transportation from Western railroad points is almost without precedent. According to the report of the Inter-State Commerce Commission, on the 5th of July last, 20,627 freight locomotives and 1,248,-\$26 freight cars were in use or available for use on the sallroads in this country, which exceeds all other countries in the relative importance of the freight traffle; the earnings of American railroads from this item of business being about 70 per cent, of their total receipts.

In Kansas City, Detroit, Chicago and Indianapolis the car-famine for freight shipment is greatest. The figures telegraphed from Indianapolis show that last week's shipment required 2,300 more freight cars than were needed during the same week last year, 3,200 more than in 1897, and 6,900 more than in 1896.

American freight cars, nine feet in width and thirty feet in length, with a weight of about eight tons, cost \$500 each, and their capacity varies from twenty to forty tons each. The improvements in freight cars have in late years added more in the way of carrying capacity than the number of such cars indicates, for they are larger, more capacious, more durable and decidedly better suited to long hauls at a rapid rate of speed than was the case formerly. Freight cars of fifteen tons' capacity are rarer on Western railroads nowadays than those carrying fifty tons. Other improve ments in the transportation service include the substitution of steel for iron, the installation of automatic couplers and train air-brakes, the fitting of the cars for special service as for instance, for refrigerator and stock cars, and a steady increase in the average number of freight cars making up a train through the setting of heavier tracks and the building of such mammoth new engines as have been described recently in THE SUN.

One feature of the general prosperity of which the famine in freight cars is an indication, and which business men seem to understand much better than do some political leaders, is the fact that this year the interchange of commodities between the East and the West, the West and South, and all sections with Pacific States, is well balanced. The pressure on rathroad facilities is very nearly the same East-bound and West bound, North-bound and South-bound, Breadstuffs are sent from the West in large amounts even when times are dull and business interests are prostrated, but the present shipment of merchandise from the East to the West is a positive and certain Indication of improved conditions.

The Armor of the New Maine.

Although the decision to reduce the armo of the Maine in thickness and total weight is no doubt final, some regrets have been expressed regarding it. With other things equal, it seems clear that, as was urged by Amimiral BRADFORD, the minority member of the Board of Construction, the Maine would be a better ship with a 12-inch instead of an 11-inch belt, and with that belt extending the whole length instead of ending at

the turrets. The majority of the Board, however, took the ground that it was absolutely necessary to reduce the weights in order not to excee the desired mean draught of 281/2 feet, and that armor could best be spared. Admiral BRADFORD held that the former calculation of weights, which included 2,830 tons of armor, must be assumed to be correct, in the lack of any re-statement by the contractors, when they recommended a reduction of armor, showing where the original calculations of the Department were wrong; and further, that in such lack, there was no proof that the Maine, as designed, would displace at the draught of 23% feet the 12.500 tons required by contract.

As to the weight of armor now taken from the Maine, Admiral BRADFORD held that as the contract calculations called for 2,830 tons, and she is now to carry only but that is appeared that the Department finally only required that the ship should carry about 2,700 tons, or a reduction of 130, so that the present net reduction of

armor weight is about 200 tons. The Maine, which perpetuates the name of the vessel that perished in Havana harbor, is a battleship of special popular interest, and should be made as efficient in every way as possible. The best results in armor, guns, draught, protection, buoyancy and trim are the results to aim at.

We are requested by Mr. GIFFORD PIN-CHOY. Government Forester in the Department of Agriculture, to call attention to the purpose of that division to prepare for the Paris Exhibition a history of forestry in the United States. including an account of the efforts of private andowners to apply the principles of forestry. Private owners who have attempted to handle their wood erops scientifically, or have engaged In tree planting in waste places, or have adopted special methods for the prevention of forest fires, and who may have interesting experiences to relate, are advised to communicate with Mr. Pikenor in order that there may be a full showing of the progress in the United States of scientific forestry.

> The Scaret Dossier. From the Cleveland Plain Dealer. They looked at it, and smelled of it, And turned it o'er and o'er: They passed it round from hand to hand And sized it up some more. They lested it with acids care, They held it to the light. Thuy looked at one another and They sighed: "It seems all right." The: plurged the keyhole up with tow. They pulled the shades all down. They put their heads begether tight And gave the thing a frewn. Again they started it around, And when it ceased its flight They let it lie before them au-

"THE MAN WITHOUT THE HOE."

An Unusual Opportunity for True Poets-Prizes of \$460, 8200 and \$100. Three weeks ago a citizen of New York, whose name and standing are known to us, In a letter to The Sun, signed "Responsibility." offered a first prize of \$400, a second prize of \$200, and a third prize of \$100 for the three est poems in a general way antiphonal to Mr. Edwin Markham's well known verses entitled "The Man With the Hoe." Our correspondent's ideas in making this unprecedented generous offer to genius were defined by him-

self as follows: What about the man without the hoe? he who can not get work, or, having the opportunity to labor, won't do it? There are thousands of young men in this country who have been educated up to the point where the honest and healthful occupation of their fathers in the field has become distasteful to them. and, in many cases, they have grown to be ashamed of it and of their parents. In European countries, particularly, there are multitudes of young men the younger sons of titled people, for instance, who en taught that common labor or work in the trades is beneath them, and they sink their individuality, their manhood and their future in the ranks of the army and in petty Government positions. They must have money, but they must earn it only in a "genteel" way. These are the men with ut the hoe-the real brothers to the ox. Who shall tell their story? Who shall best sing the bitter song of the incapables who walk the earth, driven hither and thither like beasts by the implacable sentiment of a false social education, ansering the tortures of the damned and bringing distress upon those dependent on them because they have lost that true independence of soul that comes to him who dares to labor with his hands, who wields the hoe and is master of his destiny.

He accordingly invited the poets to try their hands at a poem worthy of the theme here suggested, "brevity, strength of sentiment and expression, and literary grace and merit to be the factors of merit " in the award.

Since then we have received numerous poems on the subject of The Man Without the Hoe. and still more numerous inquiries as to the conditions of the contest, the genuineness of the proposal, the responsibility of the person offering the prizes, the style of treatment desired, the length of the verses, the preferable metre, and so forth. Applications come from bards have never heard of Mr. Markham's poem, and desire us to furnish them with a copy of the same or to explain to them its meaning, in order that they may be in a position to compete intelligently. We are even favored with specimens of verse on other sublects, in order that we may render an opinion as to the probability of the author's success is this competition.

A great many of our friends seem to think that this is a competition instituted and managed by THE SUN. We beg leave, therefore, to say that THE SUN cannot undertake to engage correspondence respecting "Responsibility's" offer with poets in ending to compete for the prize. Our part in the matter is limited to these functions: 1. To guarantee the good faith and entire

responsibility of the gentleman offering the \$700 in prizes, and the strict faifilment of his promises. This we do without hesitation or 2. To receive at this office and transmit to

the responsible person manuscripts offered in competition, or communications referring to the contest. This we shall do with pleasure. It will probably be our privilege to announce soon the names of the judges, and later the result of the contest.

Manuscripts intended for this competition received until Oct. 15. Poems may be sent either with the name and address of the author openly attached, or accompanied by name and address in a sealed envelops to be opened after the award. In every case where the return of the manuscript is desired a stamped and addressed envelope should be enclosed. All manuscripts or communications thould be addressed as follows:

TIES MAN WITHOUT THE HOE COMPETITION, Care of THE SUN. "New York City."

The Facts About Goebel. TO THE EDITOR OF THE BUN-Sir: You can

et these down as facts: The Democratic party in Kentucky has been gradually drifting into the hands of unsernouous men, who care for nothing but their personal ambitions.

No man has done so much to bring this about as Gosbel. He framed his celebrated law with view to its usefulness to him in his prospective candidacy for Governor. He whipped it through the Legislature by buildozing some and corrupting others by promises of office. and by all these means was barely able to obtain a majority in caucus.

His beggarly array of original strength in the convention was largely obtained by chicanery

and fraud. By his corrupt coalition with Stone, whom he buncoed, he got absolute control of the convention and through the arbitrary rulings of his tool, Chairman Redvine, and, by the action of 461 delegates out of 1,031, contests involving 322 seats were determined without regard o justice or right. The rest followed as a

matter of course. These are but the preliminary steps. consummation of this infamous scheme restaupon the ability of this arch conspirator to defeat the will of the people of Kentucky at the polls in November by means of the machinery created by the Goebel bill.

This he intends to try to do, though the temper of the people is clearly such that on a fair vote he would be defeated by from 50,000 to 75,000 majority.

KENTUCKIAN. FRANKFORT, Ky., Aug. 18.

From Another Friend of the Boers. TO THE EDITOR OF THE SUN-Sir! On the editorial page of yesterday's paper you print an

article by "L. J. P." of Washington entitled "Civilization and the Boers," The views taken are altogether too pessimistle. In the first place, the second retreat of 2.40214, the real difference was 3371/4 tons; | the Boers from under the English Government was by no means caused by the enforced aban-

donment of any tyrannical slavery, but by the

British encroachments and oppression of their

fundamental principle of a free and rustic life In the second place, and I can speak from observation, having spent a year in the interior of the Transvaal, some fifteen years ago, I would pity the man holding any enslaved Hottentots, for the task of supervising any work you might put them at would certainly be greater than the infortisell. These Hottentots are as playful and unreliable as children.

The Kaffirs, Suaris, Mataticles or other tribes are certainly not enslaved and are very inde to look after themselves. Any punishments received by natives from Boers or others I know or heard of when administered to paid men who did not do their stipulated work, are received with a great doal of the same feelings a child would exhibit.

It is a fact that the Kaffir of the Draken Bergandige at the time I was there, lived peacefully in their kraals under their own chiefs, looking after their paich of corn, or meals, mealics as they call it, and herds of goats unless they chose to do different.

Let me give an illustration of the improbability of a cruelly enslaved plantation native. When traveling from Tydenburg to Kimberly, after passing Pretoria, in a big covered spring wagon with relays of six mules or horses, we took with us as helper to our driver and partly as guide a recent plantation Kaffir.

This same tellow, who I will even allow had been enslaved, took us one day when it was most urgent we should make time from twelve to sixteen miles out of our way in order to see some of his croules, or as he expressed it to let us see the beautiful place where he had labored.

You may judge what a cruel experience he must have had there. Well, this time he very nearly received a well deserved whipping, but instead he had to run along side of the wagon for some miles to our next stopping blace and was ther diamissed.

New Yons, Aug. 19. would pity the man holding any enslaved Hottentots, for the task of supervising any work

A Hard Row to Hoe. From he M. Louis Mirror.

Mr. Goebel, of Kentucky, is having a mighty hard row to hoe in his campaign for the Governorship. He is opposed by Gold Democrats, because he is a Silverie: by Silveries, because he is a Gold Democrat; by the ex-confederates, by the corporations, by the demagogues and by the Republicans, while even those who are "with him" are so only half-heardedly. There is a brilliant prospect that his de-feat will be practically unanimous. Desuceracy los-ticaturally when Democrate became perverse to Populism.

HANNA-PAYNE SHIPPING BILL

Commissioner Chamberlain Compares It Bounties with Those of England. WASHINGTON, Aug. 20,-Engene T. Chamberlain, Commissioner of Navigation, makes the following statement in regard to the Hanna-

Payne shipping bill: "Some of the recent criticisms of the Senate bill No. 5500, generally called the Hanna-Payne bill, convey the impression that the compensation it provides for steamships is wholly un reasonable. On the general principle of the bill differences of opinion are to be expected. but its details are not, I believe, subject to criticism on the score of extravagance, at least when compared with the support foreign gov-

ernments offer to their mail steamships. "The bill gives a uniform rate of compensation to all vessels (sail or steam) virtually on cent per gross ton for each 100 nautical miles traversed to offset the increased cost of construction and operation in the United States. It has not, so far as I am aware, been criticises as unreasonable, if one accepts the theory that the government is warranted in offsetting those differences in order to give our merchant shipping in foreign trade a start.

"The bill also gives tover and above that virtually one cent per ton per 100 miles a special allowance for steamships of over 1.500 gross tons and of fourteen knots speed or upward. About eighty per cent. of the sea-going serew steamships of the world which comply with the requirements named as to size and speed now receive and, for some years, have received the assistance in some form of the various governments whose flags they fly. The proposition in Senate bill 5500, so far from being unwarrantable, therefore is mere compliance with the ordinary maritime custom of years. It seems strange only o those who have not looked at the facts.

The special and additional rates for steam ships of fourteen knots or over, which have been condemned as extravagant and unheard of, are designed to offset the corresponding allowances given to similar steamships by forsign governments. Bearing in mind these rates alone (not the allowance for difference in cost of construction and operation) are being considered, the rates proposed are not more than enough to counterbalance contributions by foreign governments to similar steam-

"The large British mail contracts are awarded in lump sums, but I have been at the pains to ascertain the steamships by which they are performed, their size, speed, number of voyages and distances traversed during a With this data it is easy to ascertain the additional rates named to which similar vessels would be entitled to under the Senate bill 5500. Viewed another way, this comparison will show what foreign governments pay to certain steamships and what American steamships of precisely the same size and speed run. ning parallel to them throughout a year would receive as an offset under the Hanna-Payne bill. The following are the summaries:

Peninsular and Ori-Peninsular and Oriental Pacific St. 650, 297 \$1,145,941 Pacific Steam & Oriental St. 650, 505 \$1,650, 297 \$1,145,941 Pacific St. 650, 505 \$1,300 \$463,581 Castle Mail & Union St. 7,175 \$201,600 \$196,742 Canadian Pacific 17,175 \$201,600 \$196,742 Canadian Pacific 17,175 \$201,600 \$140,586 Cunard & White Star 79,478 \$665,545 \$1,040,624

Totals 197,862 \$8,778,982 \$3,488,834 " Senate bill 5590 thus proposed to offset \$3,-778,082 awarded under British contracts with \$3,488,834 awarded under American contracts. The proposition is not extravagant nor does it mean a pot of money for the owners of fast American steamships. Were it not for two facts, that Americans will obtain advantages for operating slow cargo boats in conjunction with mail steamships, and that our Pacific in tercourse with Asia is not subject to Suez Canal tolls, the bill would probably fail to accomplish Its purposes.

"The last item in the table, which shows a marked difference, calls for a word. The United States has been paying the Cunard and White Star lines annually \$180,000 on the average for some years (\$225,000 in 1898) for carrying the outward mails. Unless this amount he added to the \$005,000 paid those lines by the British government, it ought to be deducted from the \$1,040,624 which corresponding American vessels performing the same service would receive under Senate bill 5500, as being 'merely mail pay' and having nothing to do with ship sub-

sidios. "Any method of comparing facts with which am familiar, will show that such advantages shipping, are as much to the benefit of cargo higher rates given to the latter class which ! shall not be alluded to upon his subsequent mputed on the is of efforts by other nations to maintain last ocean mail

Judge Held Court 11 Hours a Day and ther From the Utica Observe

Speaking of the sitting of the Rennes courtmartial, which begins at 6 o'clock in the morning, an old lawyer remarked to-day: "I think it a pity that Martin Grover is dead, for if he were living he would be able to point to Col. Jouanst as the latest convert to his theor, of making judges work. Why when Judge Grover was holding circuit in Wyoming, he amused all the lawyers he didn't disgust by opening his court at 8 o'clock in the morning, and running it with only an hour off at noon until eight in the evening. "Taint as long as farmers have to work, explained this wise old jurist, 'and I'll tell you what it is, if I had my way,

I'd open court at seven every day in the year. 'And what would you do before that time in the morning?' asked one of the attorneys who was standing by.

"I'd get up and dress, and eat my breakfast, and saw wood until the time came for court to open esponded the Judge calmly. "Out of that statement grew the fiction that Judge Grover while working the lawyers eleven hours a day was paying his board by sawing

480-Acre Watermeton Patch

wood between times for the family with whom he

boarded!"

From the Kansas City Journal GUTHRIE, O. T., Aug. 14.-Oklahoma posses ses the most extensive watermelon grower in the world in George Milier, proprietor of the famous "101" ranch in the Ponca reservation. near White Eagle. His patch is 480 acres in extent. In one corner of the big field is a large

Five Dollars Fine for Any Man Who Dr. ves Through Here Without Taking a Melon.

Mr. Miller has already this season shipped 200 cars of melons to Novthern points. The 101" ranch is famous for its production of wheat and corn as well as for the watery fruit.

Eat Less Meat, Says One Physician. TO THE EDITOR OF THE SUN-Sir: By commends de economy consumers can avoid the attempted exortion of high prices.

As a nation and people we are generous sumers. Compared to the English, our people spend for food, clothing and shelter over 50 per cent, of wages, while the English spend only 51 per ent. And as compered with the Germans, who spend 53% per cent., we have a generous 5 per cent. n ozcess.

As a people we spend too much of our hard earnings for food, clothing and shelter. We sat too much meat for health and comfort. Besides, we permit fashion in the choice of meat to deplese our purses unnecessarily. For what is called prime, the best, is not virtually the best in a nutritive point of riew. Porterhouse steak at 22 cents per pound, or sirioin at 21, are no more nutritive than chuck steak at 12 cents. But fashion tyraunically says is is

Proper cooking leans to the side of economy By caling less mest, and having it better cooked, we shall tile over the rise in price, and n a ntain our health and happiness despite of fashion and extrav-

It is said that bread is the staff of life, but it should be added, that the best home-made bread is meant, and that the bread covers food in general, as well as its proper cooking.

HOTES OF LEGAL BYENTS.

Mr. John F. Gowey, the Consul-General of he United States at Yokohama, has sent to the State Department at Washington a communiconcerning the method of collecting debts in Japan, which is particularly interest ing to merchants engaged in our increasing trade with that country. The legal procedure, he says, is in general similar to that prevailing in the United States, "namely, by action at law simply, or by action with attachment of the debtor's property." The tribunals available for the recovery of debts are (1) local courts, which have jurisdiction in cases involving less than fifty dollars ; and (2), district courts in which suits for amounts in excess of fifty dollars may be brought. From the district court a case may be taken to a court of intermediate appeal and thence to the Supreme Court of the Empire. Suits to recover the purchase price of goods must be commenced within two years from the time fixed for payment. Non-resident plaintiffs are obliged to give security for costs and the Consul-General advises such plaintiffs to furnish their representatives in Japan with ample powers of attorney attested by a Japanese consular officer.

A bicyclist who was recently held to answer

before the grand jury for running down pedestrian on a sidewalk in St. Paul has brought a suit for \$10,000 against the St. Paul Pioneer Press for publishing an article on the general subject of scorching by wheelmen in which his case was mentioned, by way of admonition, without giving the name of the alleged offender at all. In a very sensible discussion of the law of the sidewalk, that journal tion to the use of the sidewalks by wheelmen in the sparsely settled portions of a city, where the unpayed streets are often impassable for bicycles on account of the mud in wet weather provided that the riders will recognize the superior rights of pedestrians in that part o the street which is primarily designed for travellers on foot. It seems that the associated wheelmen in St. Paul appreciate the duties of bicyclists in this respect, and have organized a vojunteer police of their own to see that riders do not abuse the privilege which they enjoy of wheeling upon the side walks in some parts of the town. They realize that if wheelmen persist in riding on the sidewalks at a dangerous rate of speed, the city authorities will have no alternative but to prevent them from riding there at all.

don on the 2d of August, before Mr. Justice Gorell Barnes and a jury. The plaintiff was George Kendall, described as a concert vocalist, who made a singing tour in this country is 1897, and the respondent was his wife Kate Kendall, to whom he was married in 1887 and who is the mother of three children. The wife interposed no defence, but took the stand as a witness and testified that she had confessor her marital infidelity to her husband and that her confession was true. Her confession implicated a Dr. George H. Carrington, who was named in the suit as a co-respondent, and six other gentlemen residing at Poole, in the county of Dorset, and the paternity of her last born child was imputed to Dr. Carrington. The doctor, against whom the husband sought to recover damages, defended the suit most vigorously, swearing that the wife's whole story of intimacy with him was false from beginning to ported by corroborative evidence, and in the end were rejected by the jury, who immediately found a verdict acquitting Dr Carrington. Their action was approved by the learned judge, who said it was not unknown in his ourt for women to get false ideas of their own infidelity on the brain. False confessions of crime are by no means uncommon in the

annals of the law. There are many instances

on record in which murder has been confessed

by persons absolutely innocent. False confes-sions of marital infidelity, however, are seldom

made except in cases where the husband and

wife are piotting to muict the alleged para-

A remarkable divorce suit was heard in Lon

mour in damages. The law reports show a constantly increasing number of cases in which the appellate courts are asked to set aside convictions in criminal cases on account of the improper conduct or arguments of counsel upon the trial. In Texas the Court of Criminal Appeals has recently declined to reverse a judgment in a murder case because of the remark of the prosecuting attorney to the jury, in the course of which he said: "They talk about defendant having his throat treated. In my opinion his throat needs one more application, and that is about twenty as the Hanna-Payne bill gives to American | feet of rope!" The Texas Code of Criminal Procedure, however, provides that the former vessels as to mail steamships, in spite of the conviction of a defendant in a criminal case trial for the same offence; and the court has lately been obliged to set aside a second conviction in a case where the prosecutor insisted upon informing the jury that the prisoner had previously been convicted. In no other way could the statutory prohibition be made available for the protection of the defendant.

> In the case of Riegierus, Tribune Association reported in the pamphlet number of the Combined Official Series of Law Reports for August Court in this department calls attention to the impracticability of noticing every point presented by counsel upon the argument of ar appeal. One of the counsel, in the case cited. assumed that because his name did not appear with the opinion, neither his oral argument nor his brief had been considered by the Court.
> It appears that the omission occurred through an oversight of the copylet, and the assumption that the argument had been also overlooked, is declared to be entirely without foundation. No such implication should follow from the fact that a judicial opinion does not ouch specifically upon every question a range "To discuss every point presented and argued by counsel on appeals from judgments," say the Court, "would add immensely to the lengt of written opinions with which the courts and the profession are now so overburdened. All that the appellate courts can be asked with any propriety to do, is to discuss the question of the liability of the parties sought to be charged in the action and to set forth the reasons that appear to the Court to require the desiston rendered.

Golfing seems to be growing in popularity among the Judges. Circuit Judge Le Baron B Colt, of Rhode Island, a member of the United States Circuit Court of Appeals in the First Circuit, recently played a notable game on the links near Wentworth Hall, New Hampshire. with M. F. Dickinson, a prominent lawyer, who was a guest at the same hotel. The distinguished contestants were coached by their sons, one a Brown University graduate and the other a Harvard man. The Boston Record tells us that the Court got the better of the lawyer, as usual-but does not give the score In New York, Judges Ingraham, Morgan J. O'Brien and Gildersleeve, of the Supreme Court, are ardent devotees of the ancient and royal game; while in the Borough of Brooklyn Surrogate George B. Abbott, of Kings County, represents the judiciary in this attractive sport. It should also be noted that there is an earnest golf pinyer on the Bench of the Supreme Court of the United States in the person of Mr. Justice Harian, and that Attorney-General Griggs is likewise a follower of the elusive subers. sphere

The statutes of Iowa relating to felonious nomicide provide that a person who kills another intentionally by means of poison is guilty of murder in the first degree. The preme Court of that State has recently held that under this legislation a conviction of murder in the second degree cannot be upheld where the murder was committed by the administration of poison. In such a case, it is declared to be prejudicial to the accused to instruct the jury in regard to the law of murder struct the jury in regard to the law of murder in the second degree, inasmuch as such instructions might lead them to convict of that crime because they had a reasonable doubt whether he was guilty of murder in the first degree; whereas such a doubt, in a poisoning case, would entitle the defendant to an aquital. As intentional poisoning must always be premeditated and deliberate, it has always seemed to us that homielde thus effected should be classed as the gravest kind of murder, and that the law should not in such esses permit a scaviction of a grade of homiolde implying the absence of premeditation.

NOTES ON SCIENCE AND INDUSTRY

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A fisshlight apparatus, of novel construction and which is claimed to overcome all the faults of the artificial lights now in use has just been piaced on the market. As described in the Boston Transcript, it consists of a telescopic stand, devised for clamping is to the edge of a table or any other convenient support, and on the topmost rod is fixed a platform which, when large groups are being taken, may be extended on either side by means of secondary detachable platforms. The flash powder, which is an extremely finely ground mixture of aluminum and other ingredients, is laid in a train along the plat form, the quantity being regulated by the usual fac-tors. At the back of this platform is fixed a trigger, to which a reliable Swedish match is attached, while in a receptacle is placed the box with its frictional alde directed to the match and the trigger; the latter is released, the match strikes the box, turning it seids, and ignites, the intense heat of the consum ing head instantly igniting the train of powder, the exposure being thus made. The powder is one pos-sessing a large degree of safety, concussion and friction fall to produce ignition, the intense heat being required for this effect,

Manufacturers of textile fabrics are interested in ome specimens of patterned blue and white cotton cloth, sent privately from Shashih, China, to Eng-land last year, it being asserted by the Textile Merevry that manufacturers in Manchester, England, would give "untold gold," to know how the stuff is made. Not being a specialist, the English Consul at Shashih cannot test the value of such an assertion. It is said to be prepared by means of an impermeable paste, made of bean flour and size. A sheet of oiled paper, in which the intended pattern has been cut, is attached to the cloth, which latter, on being washed with the paste, is then in a condition for the paper to be removed, and the cloth is left to dry in a col and shady place; on becoming quite dry it to dipped in the indigo vat, the parts protected by the paste remaining untouched by the dye. When wholly dry, exposure to the sun follows, which nakes the hitherto impermeable paste soluble in water, and, the paste being washed off, the material is ready for the market.

A method has at last been discovered in Germany, for producing gold-like alloy from copper and antimony, one which, even if exposed for some time to the action of ammonical and acid vapors, does not lose its gold color. The journal says that so admirable is the product in question that it can be rolled and worked like gold without containing the slightest admixture of the same, besides being far less costly than other precious and somi-precious metals, as well as the compounds and alloys used as substitutes for these. Briefly, this alky consists of copper and antimony in the approximate ratio of 100 to 6, and is realized by adding to molten copp as soon as it has reached a certain degree of heatthe said percentage of antimony, and when the latter has likewise melted and entered into intimate union with the copper, some charcoal ashes, mag-nesium and lime-spar are added to the mass when the latter is still in the crucible. The name in this case does not appear; and although the action of such a material admixture of flux is not entirely apparent, the alloy is said to lose thereby a certain porosity otherwise present and an exceedingly great density of the cast metal is obtained. The scientific difficulties encountered in all attempts

to "create life" are forcibly presented in a contri-bution to the North American Review by Prince Krapotkin. His opinion is that the main interest in this line now lies, not so much in adding a new product to the already long list of chemically prepared organic substances, as in catching the scorets of the tiny living laboratories in the vegetable and animal cells. Investigation reveals the fact that, at the present time, about one hundred and eighty different acids, aromatic oils, fats, coloring matters, and so on-which are only found in nature as pro in various laboratories out of inorganic matter, so that in fact, some of them are already fabricated in this way for trade, and every year brings some new achievement in the same direction. It need hardly be said that this is no new field of research. Indeed, as far back as 1828, the news that Wohler had obtained, out of inorganic stuffs, a certain substance, urea, which occurs in nature as a distinct product of vital activity in animal life, upset ourrent ideas, After this, Berthelot proved that the synthesis o bodies must be pursued and may be schieved in a quite systematic way, going step by step over the whole series of organic compounds.

An immense and constantly growing commercial industry has been developed in southern Europe, namely, the making of macaroni, vermicelly spaghetti, &c., out of flour pastes, the selection of the best adapted kind of wheat from which these different articles are to be produced to the best ad antage being, of conrec, a very important considera tion. Singularly enough, the United States Consul at Lyons declares that, as yet, no American wheat has seen found acceptable to manufacturers in this line, the requisites for the best qualities being a hard grain, having a large percentage of gluten and a small one of starch. The statement comes from an American chemist living near Lyons that the wheat most sought after for this purpose comes from Algeria, and a fair article is found in the Clermont-Ferrand region of Franca. Southern Italy, which once produced superior macareni

The seasoning of timber by means of ele sed from the experimental stage to one of assured success. The stick to be treated is framer in a solution containing 10 per cent. of bores, 8 per cent, of resin and three-fourths of 1 per cent, carbonate of soda, the borar being used on account of its antiseptic properties and the sodium carbonate to assist in dissolving the resin. A porous trap, the bottom of which is lined with two sheets of on with a sheet of felt between, is placed over the log, and above this is placed a sheet of lead connected with the near the log. with the negative pole of the dynamo. The positive pole of the dynamo is connected with a lead grating, upon which the log to be treated stands. The our rent is then turned on and the treatment continued six to eight hours. By this simple means the sap is driven out and its place taken by the solu The various details being thus carried out, the process is accomplished; the log is now withdrawn and seasoned by drying, which requires, under favorable circumstances, a period of several weeks.

One of the most familiar substances now near dustrial connections is graphite, and its differ entiated uses and applications are really phonomenal. Not a single iron casting, says a writer in Brudstreet, is taken from its sand mould without the sand being first faced by graphite; not a gun pro-jectile is cast but the steel is melted in a graphite erucible; not a tool, not a saw is made but from graphite crudble steel; every pound of mided, of copper, of composition metal, of brass, is cast in some way, the metal being reduced in a graphite crucible. Every printing house, for the perfection of its electrotypes, is absolutely dependent on graphite; every electrician and every depart ment of electrical work comes under the came trib-ute. Graphite lubricates friction ways, and it is notably the most enduring paint pigment; the electric light, too, would shine much less easily but for graphite, and the production of steel rails has an equally intimate relation to this mineral. Among its peculiar characteristics are its immunity fro any effect by heat and cold, the highest and lowest extremes of either falling to influence it.

A technical commission appointed some time ago n France has lately made a favorable report upon scheme for the construction of a mountain railway to the top of Mont Blanc, and it is not improbable that the remarkable project will be carried out according to the plan proposed, as the various rack lines up the Swiss peaks have been successful from almost every point of view. The most difficult point, the Mechanical Engineer remarks, would be the three and a quarter miles from Alguille de Glace to the summit, but here the line would be carried on a special gallery, which, though involving laborious detail, is deemed the most practical of the different methods considered. The difficulties resulting from such an altitude, in the matter of air, cold, &c., will, it is believed, be overcome after some time of dence there. The intention is to have the line start rom Chamounix and extend almost to the spax of the great mountain, the length being six and a quar-

The new abrasive, carborendum, now being me factured in such large quantities at Biagara, is an to be applied to the same purposes as emeny, to be offered to the public spread upon cloth, paper, and possibly leather; and in view of this important extension, the facilities of manufacture are being greatly increased. Of course, this application of carborundum places the latter in direct commercial competition with the enemy, garnet and flint cloth producers in the United States, of whom there are some seven or eight. While it has long been understood that great possibilities for carborundum were presented in this field, the wheel and kindred industries have heretofore engrossed exclusive atten-tion on the part of manufacturers. The prospect now is that, in this additional field, the consumption of the article will exceed the amount used in wheel and other specialties, and probably lead to a large increased especity of the Ringson Falls plant.